

FOR EUROPE & AMERICA
INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT THE
OUTPOSTS
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
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**HONGKONG WEEKLY
PRESS,**
With which is incorporated the
CHINA OVERLAND TRADE REPORT
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Hongkong Daily Press.

ESTABLISHED 1857

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THE
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FOR 1911.
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East.

No. 16,418. 號八十四百六萬一第 日五初月一十年二統宣 HONGKONG, TUESDAY, DECEMBER 6TH, 1910. 二拜禮 號六月二十年十一百九千一英港香 PRICE \$3 PER MONTH.

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[a34-1]

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[a135L]

GREEN ISLAND CEMENT COMPANY

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In Casks 375 lbs. net

In Bags 250 lbs. net

SHEWAN TOMES & CO.,
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Hongkong, 29th April, 1908. [a728]

**PEAK TRAMWAYS COMPANY
LIMITED.**

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
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5.30 p.m. to 6.00 p.m. Every 15 minutes.
6.00 p.m. to 6.30 p.m. Every 10 minutes.
6.30 p.m. to 9.00 p.m. 9.45 to 11.15 p.m.]
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SATURDAYS.
Extra Cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.

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8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 12.00 noon. Every 15 minutes.
12.00 noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
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JOHN D. HUMPHREYS & SON
General Managers.
Hongkong, 1st April, 1909. [a115]

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17, QUEEN'S ROAD CENTRAL.

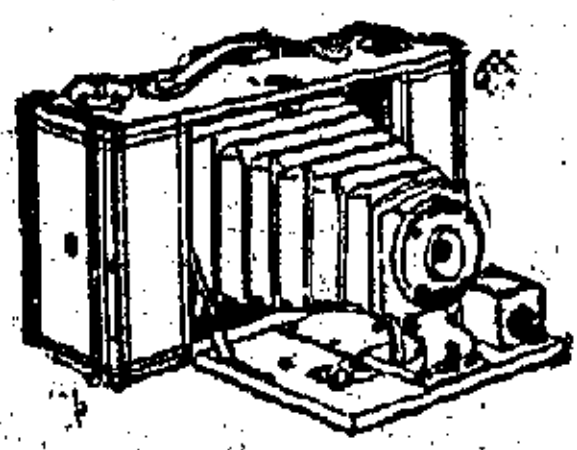


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[910]

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CAPTAIN G. H. C. WESTON, R.N.R.

THIS THROUGH MAIL STEAMER FOR MARSEILLES AND LONDON
VIA BOMBAY WILL LEAVE HONGKONG ON MARCH 18TH, 1911.
STAYING AT BOMBAY 24 HOURS ONLY AND IS DUE TO ARRIVE AT:-

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[846]

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Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers.
Manufacturers of Contralto Condenser, Stone's Manganese Bronze,
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AT NAGASAKI.—Telegraphic Address: "DOCK" NAGASAKI.

	Length on Keel-Blocks.	Breadth at Entrance on Bottom.	Depth of Water on Keel-Blocks.
3 Dry Docks (No. 1 ...)	510 ft.	77 ft.	26 ft.
(No. 2 ...)	510 ft.	77 ft.	26 ft.
(No. 3 ...)	714 ft.	88 ft.	34 ft.

1 Patent Slip capable of lifting vessels up to 1,000 tons.
The Salvage Steamer "OUKA-MARU," 716 tons and 12 knots speed, is always ready at short notice.

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	Floating Docks.	
	No. 1.	No. 2.
Lifting Power	7,000 Tons.	12,000 Tons.
Max. Length of Ship taken in	460 Feet.	580 Feet.
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The Salvage Steamer "ARIMA-MARU," pumping capacity per hour 2,000 tons.
The Floating Sloop, capable of lifting 40 ton weight.

ANY ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION

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NEW STOCK OF

CARPETS

IN ALL THE LATEST DESIGNS.

CARPET SQUARES

IN ALL SIZES

READY TO LAY DOWN

3 by 4, 3½ by 4, 4 by 4, 4 by 5 yards

FROM \$30 TO \$200 EACH.

An inspection is invited.

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[a28]

**C. LAZARUS & CO.,
CALCUTTA.**

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TABLES**

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C. LAZARUS & CO.,

ARE

KNOWN THROUGHOUT

INDIA.

[a747-2]

INTIMATIONS

G. 28 R.

SANITARY BOARD OFFICE,
Hongkong.

TO THE OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the
DOMESTIC CLEANLINESS and
VENTILATION BYELAWS (as amended),
every domestic building or part of such building
within the CENTRAL Division of the City of
Victoria and the WESTERN Division of
Kowloon, occupied by Members of more than
one family, except those within the European
Reservation or in Kowloon South of Austin
Road or those parts of a domestic building
used as a Shop, Office or Godown, must be
CLEANED and LIMEWASHED
THROUGHOUT by the owners during the
months of December and January.

N.B.—The word "throughout" used in this
notice means that the houses should be lime-
washed in respect of all the Walls of each
Room, all Cubicle Partitions, Stair Casings
and Stair Linings, all Ceilings and the Under-
sides of Roofs in Main Buildings, Offices and
Servants' Quarters and inclusive of Verandahs.
The Backyard must have its Containing Walls
limewashed up to the level of the First Floor.
Carved, Painted or Polished Woodwork in
good condition, however, need not be lime-
washed, but must be Cleaned.

The Central Division of the City lies be-
tween Gilman Street and Peel Street on the
East and Tank Lane and Cleverly Street on
the West.

Kowloon is divided into the Eastern and
Western Divisions by Nathan Road and a
straight line drawn from the North thereof
through the Yau Ma Tei Service Reservoir to the
Northern boundary of Kowloon.

The Government Limewashing Contractor is
prepared to Cleanse and Limewash floors at the
rate of 95 cents per floor, on application being
made to the Secretary of the Sanitary Board.

Dated this 1st day of December, 1910.

W. BOWEN ROWLANDS,
Secretary.

1337

NEW CARTRIDGES.

By popular English Manufacturers. In
all Bore and Sizes.

SMOKELESS POWDER and CHILLED
SHOTS. From No. 10 to 888G. at \$5, \$7 and
\$7.50 per 100, SPORTING REQUISITES
and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.

Hongkong, 26th October, 1906. [1181]

NOTICE OF REMOVAL

NOTICE OF REMOVAL.

THE Undersigned have REMOVED their
Office and Showrooms to No. 7,
QUEEN'S ROAD CENTRAL (Second Floor),
above the DEUTSCHE ASIATISCHE BANK.
DADY BURJOR & Co.,
General Merchants,
Insurance Agents,
Manufacturers' Representatives
and Commission Agents.
Hongkong, 1st December, 1910. [1336]

NOTICE OF REMOVAL.

A DAI Ship Chandler and Comptroller,
formerly at No. 29, King Loong Street,
has Today REMOVED to No. 28, DES
VOUX ROAD CENTRAL, opposite the
Owl Grill Oyster Room.
Hongkong, 2nd December, 1910. [1342]

NOTICE OF FIRM

NOTICE.

THE Undersigned, CHAN MUI SAN, who,
for more than forty years, was Partner in
and Manager of THE SUN SHING Firm of
No. 90, Queen's Road Central, has now Retired
from all connection with the said Firm and has
opened his Own House at No. 23, Stanley
Street, where he is Transacting Business in the
same lines as formerly.

CHAN MUI SAN,
23, Stanley Street.
Hongkong, 2nd December, 1910. [1344]

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AND

BACON

70 Cents Per lb.

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DAIRY FARM CO., LTD.

[42]

AUTOMATIC BROWNING

POCKET PISTOLS.

CALIBRE 7.65 mm.

With CHAMBER for 8 CARTRIDGES

FIRING 8 SHOTS in 2 SECONDS

BIEMSEN & Co.

Hongkong, 6th March, 1907. [38]

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Well Furnished Reception Rooms.
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Residents.
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Every Comfort.
Ladies' Afternoon Tea Rooms.
Ladies' Cloak Rooms.
Matron in attendance.
CHARGES MODERATE, AND NO EXTRAS.
[a33] A. F. DAVIES, Manager.

**KING EDWARD
HOTEL.**

A HIGH CLASS HOTEL

Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard-Rooms.
Hot and Cold Water throughout.
Electrically Lighted; Electric Fans (if
required).
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
For Terms, &c., apply to the
MANAGER.
Hongkong, 24th July, 1905. [a1206]

GRAND HOTEL

QUEEN'S ROAD CENTRAL.

A FIRST CLASS AND UP-TO-DATE

HOTEL.

ENTIRELY UNDER EUROPEAN MANAGEMENT.

THIS HOTEL has recently been thoroughly
renovated, extensively enlarged, and is now
luxuriously furnished and up-to-date in every
respect, situated in the most central position.
Large and Airy Rooms, Hot, Cold, and Shower
Baths, Electric Light Throughout and Fans,
Large and Comfortable Lounge, Private and
Public Bars and Billiard Rooms, CUISINE
ENTIRELY UNDER EUROPEAN
SUPERVISION, Sanitary Arrangements of
the latest, HOTEL LAUNCH MEETS ALL
STEAMERS. Monthly Rates for Tiffin and
Dinner. Special Rates for married families on
application to

J. H. OXBERRY,
Manager.

FREDERICK REICHMANN,

Proprietor

(late Manager of J. H. LYONS (Trocadero),
leading Caterers in London, and
GRAND ORIENTAL HOTEL, Colombo).

TELEPHONE No. 197.

TELEGRAPHIC ADDRESS "COMFORT,"
Hongkong.

Hongkong, 1st September, 1910. [a542]

"BRAESIDE,"

PRIVATE HOTEL.

STANDING in its own grounds with Tennis
and Croquet Lawns, Large Airy
and Well Furnished Rooms, every home comfort
in the View of the Harbour.

Telephone No. 690.

Apply to Mrs. F. W. YATTS,
"Braeside," 20, Macdonnell Road.

Hongkong, 4th December, 1907. [a36]

VICTORIA HOTEL

SHAMKUN-CANTON.

MANAGER—MR. H. HAYNES.

Telegraphic address—"VICTORIA, SHAMKUN."

SITUATED ON THE BRITISH CONCESSION

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SITUATED IN THE CENTRE OF PRATA GRANDE

Both Hotels electrically lighted, and under
experienced European Supervision.

GUIDES AND CHAISE PROVIDED.

Every information and special attention given
to Tourists.

REASONABLE RATES.

WM. FARMER,
Proprietor.

[a1332]

"BOA VISTA"

(HOTEL-SANITARIUM OF SOUTH

CHINA).

MACAO.

THE Hotel is under European manage-

ment and most strict supervision as to

food, cleanliness and hygiene of the place.

All comforts of a home.

A most pleasant retreat for those desirous for
a few days rest and quiet.

Comfortable accommodation for travellers
paying a visit to the historical and picturesque
colony of Macao.

Macao is 40 miles south-west of Hongkong,
Two steamers (S.S. Sui An and Sui Tai) daily to
and from Hongkong, and two steamers to and
from Canton, give easy communication with
both these centres.

Cable Address—"BOA VISTA."

For Terms, apply to THE MANAGER
[a215]

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DE ST. MARCEAUX
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VINTAGES

1900 & 1904.

VIN BRUT AND VERY DRY.

PER CASE 1 DOZ. QUARTS.

PRICE \$57.00

PER CASE 2 DOZ. PINTS.

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ENGLAND AND EUROPE.

CREME

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A CHAMPAGNE OF FINE QUALITY

PER CASE 1 DOZ. QUARTS.

PRICE \$33.00

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Only communications relating to the news of the day should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.
All letters for publication should be written on one side of paper only.
No anonymous signed communications will be accepted.
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HONGKONG OFFICE: 10A, DES VEUVE ROAD

LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, DECEMBER 6th, 1910.

In the speeches of the political leaders be accepted as a criterion, the most important subject under consideration at the present time in Great Britain is not Tariff Reform, Home Rule (Federal or otherwise), or the constitution of the House of Lords, but the Referendum. British politicians have hitherto manifested little more than an academic interest in this expedient. Indeed, it was scarcely regarded as coming within the regions of practical politics, but now, with little or no warning, it is submitted to the electorate as a matter of prime importance.

The value of the Referendum is not gainsaid by either of the great political parties. They differ, according to the reported utterances of responsible politicians on either side, as to its practicability. Unionists and Liberals, as well as Labourites, are agreed that the present party system falls where it is necessary that a clear and definite answer on certain issues should be obtained, and any expedient offering a practical solution of this difficulty is certain to command the attention of serious-minded politicians. The only suggestion so far offered is the Referendum, but, until the breakdown of the conference appointed to consider the question of the constitution of the House of Lords, the submission of one proposed public measure or law to the electorate for a direct expres-

sion of opinion was tacitly placed among the ideals not likely to be realised for a considerable period or relegated altogether to the Greek Kalends. But a change has come over the political situation. No longer is the Referendum mentioned as a passing comment. It is being soberly and seriously discussed, and, as recent telegrams indicate, Mr. BALFOUR has affirmed his willingness to accept a challenge to have a Referendum on the subject of Tariff Reform. The proposition is treated with contempt by the PRIME MINISTER, who, without mincing matters, has declared that any statesman who seriously advocated such a scheme for Great Britain would be fit for Bedlam. Strong words truly, and suggestive of a lack of restraint unbecoming such an exalted servant of the Crown. Of course, it can be seen that Mr. Asquith has a different conception of the Referendum to that held by Mr. BALFOUR. The latter is chiefly concerned with a mandate from the people on the subject of Tariff Reform. The PRIME MINISTER, on the other hand, is evidently condemning a recurrent Referendum as likely to create great financial burdens upon the nation. Thus, it becomes apparent, that these protagonists are not agreed upon their terms. They are discussing different propositions, and consequently their divergence of opinion is greater than it ought to be.

The one great example of the Referendum in operation is furnished by Switzerland. It has been contended that the Swiss Referendum is a form of local revision which could not be imitated successfully in the United Kingdom, and it is pointed out that the only comparison between voting on Swiss laws is the local plebiscites taken in cities in Great Britain or in wards on free libraries and kindred questions. The differences between the populations of the two countries make it difficult to establish an analogy which would be of value. Other pertinent objections are that no other modern State betrays an inclination to adopt the Swiss Referendum, and that the uncasing general elections in miniature would involve a vast outlay of money. It will be readily admitted that these objections possess considerable force, but it seems to us they are not valid to the proposition submitted by Mr. BALFOUR. He does not contemplate successive elections in miniature. All he asks is a mandate from the electorate on the subject of proposed fiscal changes. Admittedly, it is a novel suggestion, and one, like Tariff Reform itself, which calls for considerable elucidation before it can be grasped by those with whom the decision of the issue lies. The expense of such a direct appeal to the nation will be urged as a reason against it, but surely even the two million sterling—the estimate made by opponents of the amount each Referendum will cost—will be well expended if it removes this question of Tariff Reform from the tangle of issues before the electorate? Of course, if the country decided in favour of preferential tariffs it would be rather awkward for the Free Trade Government in power. They would either have to carry out the mandate themselves or resign and allow the other party to do it. If the answers favoured the maintenance of Free Trade then the Liberal Ministry would be justified in the attitude it has adopted. But one Referendum, or even three, on the most vital questions before the country would, by the definite answers obtained, be well worth the cost. The issues at subsequent General Elections would be clarified and simplified, and the real opinion of the country would be obtained, which, after all, is the consummation all parties devoutly wish to be realised.

The Caledonian Ball held at Shanghai on St. Andrew's Night is described as a brilliant success.

Manila newspapers report that the China Sea is maintaining its reputation this year, and remark that it is "still heaving."

Only two cases of communicable disease were notified in the Colony last week—one case of enteric fever and the other a case of purpural fever.

Discussion is taking place in Shanghai as to the falling off in the number of entrants for the International Walk, and fears are expressed that it may have to be abandoned.

The coolie who was charged with indecent behaviour at Kowloon last week again appeared before Mr. J. R. Wood at the Magistracy yesterday. After hearing further evidence his Worship convicted the defendant and sentenced him to three months' imprisonment.

In the action by Messrs. Hall & Holtz, Ltd., against B. Jones in the Consular Court, at Hankow, to restrain the defendant, from carrying on the trades of tailor, draper, etc., Mr. Bailey appeared for plaintiffs and Mr. Frost for defendant. Judgment was given on November 26th granting an injunction against Jones acting as draper or outfitter's assistant as regards Hankow on or till January, 1915, each party to pay their own costs.

A report of the proceedings in connection with the court martial as to the loss of H.M.S. Bedford appears on page five.

It is understood that early in the spring three of the submarines now at Portsmouth will be sent to Hongkong.

Sir Jchu Jordan, the British Minister in Peking, accompanied by Lady Jordan and Miss Jordan, left London for Peking on November 15th.

The Bishop of Macao arrived in Hongkong yesterday. His visit is not dictated by affairs at Macao. He is simply here for a short change and rest.

H.E. Yuan Shih-kai is reported to be so unwell that Dr. G. Meany, of the Imperial Medical College, Tientsin, has left to visit him professionally.

The Bufts have left Hongkong, and the place to which they have imparted so much sporting vim will know them no longer. They were all on board the transport *Hardinge* in good time and the steamer departed about noon. Their departure will be regretted by the community.

Sentence of seven days' imprisonment was imposed on a coolie by Mr. E. R. Hallifax at the Magistracy yesterday for stealing a chicken. Defendant in his statement said he saw the bird in the vicinity of a blacksmith's shop at Apichau. He fed it with some rice and it followed him, so he picked it up and carried it.

As the result of a quarrel between two aged Chinese women at Stanley last Saturday night one was removed to hospital and the other was charged before Mr. J. R. Wood at the Magistracy with assault. It appears that in the course of the fight the woman in hospital went off into a fit from which she did not recover until after nine o'clock on the following morning. As she was not well enough to appear in Court yesterday the hearing of the case was adjourned.

Maurice Cummins, a distressed British seaman from Shanghai, appeared before Mr. J. R. Wood at the Magistracy yesterday on a charge of being drunk and incapable. He was found lying stretched across the tram line in Des Voeux Road on Saturday night and removed to the West Point police station. He passed the day there on Sunday singing and dancing, and on appearing before his Worship yesterday was ordered to pay a fine of \$3 or go to prison for seven days.

A Chinese was summoned before Mr. J. R. Wood at the Magistracy yesterday for assaulting Mr. V. G. S. Rose, of 3, Morrison Hill Gap, on Saturday night. It appears that the complainant and a bluejacket, when walking near the Soldiers' Club, saw a native behaving indecently and caught hold of him. The defendant and another man, jostled Mr. Rose and liberated the man he held, and the defendant kicked complainant on the leg. His Worship pointed out that Mr. Rose had no right to interfere, and discharged the defendant.

Chinese looting has been recently making their presence felt in the vicinity of the Empire Cinematograph and the new skating rink. From dropping stones on the roofs they have passed to the more dangerous prank of throwing them through the windows, and have also been cutting holes in the walls of the buildings. Six of the offenders were charged before Mr. E. R. Hallifax at the Magistracy yesterday. Two threw stones, one of which hit an attendant, were each sent to goal for a month without the option of a fine. Three more were each fined \$25 or five weeks' imprisonment and another man was ordered to pay a fine of \$30, in default six weeks' incarceration.

THE INSURANCE COMPANY PROSECUTION.

A \$6,100 FINE.

At the Magistracy yesterday afternoon Mr. E. R. Hallifax delivered his decision in the case in which Tam, Tse Kung, general manager of the Hip On Insurance Company, was summoned by Mr. G. H. Wakeman, the Registrar of Companies, for doing business in the Colony on behalf of the Wai On Insurance Company, without having registered and made the deposit required by the Life Insurance Ordinance.

Mr. H. L. Denny, Acting Crown Solicitor, prosecuted, and Mr. Otto Kung Sing appeared for the defendant.

His Worship stated that he intended to convict the defendant and fine him \$20 a day, taking the time from the publication of the advertisement till the date of the summons.

Mr. Kung Sing—Pine him what, your Worship?

His Worship—Twenty dollars a day from the 10th January till the 10th November. That is 305 days.

Mr. Kung Sing—Will you Worship grant leave to appeal?

His Worship—On what grounds?

Mr. Kung Sing—Fact and law.

Mr. Denny—My friend knows he must give a written notice.

Mr. Kung Sing—Yes.

His Worship—I wish to know your grounds first.

Mr. Kung Sing—I think they are apparent. His Worship—I think you'd better put them in writing in the usual way. You have seven days, of course. Perhaps it would meet the case if I allowed a week for payment?

Mr. Kung Sing—If your Worship please.

Mr. Denny—I have no objection.

His Worship—One week is granted for payment.

TELEGRAMS.

[Protected by the Telegraph Message Copyright Ordinance 1894.]

[REUTERS SERVICE TO THE "HONGKONG DAILY PRESS."]

POLITICAL PROSPECTS.

LONDON, December 5th.
The Unionists have not done so well as was expected, but if the proportion of Unionist gains be maintained the result will be awkward for the Government.

DEATH OF MRS. EDDY.

LONDON, December 5th.
Reuters correspondent at Boston telegraphs that Mrs. Eddy, the foundress of Christian Science, is dead.

[Mrs. Mary Baker Glover Eddy, the discoverer and founder of Christian Science, was born at Bow, N.H., U.S.A., and was educated at private schools and by private tutors. Her first husband was Major George W. Glover, her second Daniel Patterson, D.D.S., and her third Asa G. Eddy. Mrs. Eddy, who was a Congregationalist, discovered Christian Science in 1866, began teaching it the following year, and organised the Church of Christ, Scientist, in Boston, in 1879. In 1881 she was ordained to the ministry, and the same year founded the Massachusetts Metaphysical College in Boston. Two years later she founded the Christian Science Journal, in 1893 the Christian Science Sentinel, in 1903 the Herald of Christian Science, and in 1908 the Christian Science Monitor (daily). She has published a number of works on Christian Science, including the Text Book of Christian Science.]

TURKISH GOVERNMENT CRITICISED.

LONDON, December 5th.
It is reported from Constantinople that in the Chamber both Moslem and non-Moslem Deputies scathingly criticised the Government's home policy, which Deputy Tewfik Riza declared would terminate in tyrannical rule.

FLOODING IN FRANCE.

LONDON, December 5th.
Alarming floods have occurred in France, particularly in the Loire Valley. The situation in Paris has become less threatening.

EXTENSIVE FLOODS IN ENGLAND.

LONDON, December 5th.
Extensive floods are reported from the Fens and from the basins of the Trent and the Severn.

HELP FOR THE NATIONALISTS.

LONDON, December 5th.
It is reported from Boston that the United Irish League yesterday forwarded to the Nationalists another ten thousand dollars.

NEW SOLICITOR ADMITTED.

At the Supreme Court yesterday Mr. Leonard Ronald Needham was admitted a solicitor.

Mr. M. W. Shade, K.C., in making the motion, said—My Lord, in this matter I move in pursuance of the notice that Mr. Needham has admitted as attorney, solicitor and proctor of this Honourable Court. The motion is supported by affidavit by Mr. Needham himself and Mr. Harston, who knows him personally. His certificates are produced and a document of identification from a solicitor in Worcester, where he has been practising, is also produced and annexed to the affidavit. On these facts I move for his admission.

His Lordship (Sir F. Pigott)—The affidavits and papers are in order. Mr. Needham, we have very much pleasure in welcoming you to this Court and we hope that your stay in Hongkong will be enjoyable.

Mr. Needham—Thank you, my Lord. Mr. Needham has joined the firm of Messrs. Ewins and Harston.

Queue cutting is proceeding apace in Hongkong, and it is estimated that those who have been shorn of their long coils of hair in Hongkong number many thousands. A interesting ceremony was witnessed at the Chinese Club on Sunday morning, when six patriarchal citizens had their queues cut in public, an example which was followed by hundreds the same day.

CORRESPONDENCE.

DIRECTORS AND AUDITORS OF HONGKONG COMPANIES.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR,—I have read with considerable satisfaction in your weekly edition the long letter addressed to you by Mr. A. R. Lowe in regard to the auditorship of the Canton Insurance Company.

The merits of this particular case I do not intend to review, nor do I intend to discuss the relative merits of the various recognised institutes and societies appertaining to accountancy and the auditing of the accounts of public companies. Men of business, at any rate not at the head of the management of public companies, even in Hongkong, should be aware of the value of these societies and of the qualifications requisite to secure fellowship, and should be at all times ready and anxious to obtain the services of the best-qualified accountants for the audit and certification of their accounts. If they are not so anxious, then shareholders gifted with an ordinary amount of common sense should have their interest aroused, even if they entertain no suspicions of the honesty and straightforwardness of the management. For it may be postulated that no set of business men desirous of obtaining the highest degree of efficiency in the conduct of a public company will resort to honest criticism and advice if advanced by specially-trained experts.

The science of accountancy and the auditing of accounts means something more than the mere checking of book entries with the vouchers submitted for inspection. It was with the highest degree of satisfaction, therefore, that I, in common with many others then resident in Hongkong, learned of the decision of Mr. Lowe to establish himself in business as an auditor in the Colony. There was no feeling of distrust of the gentlemen then engaged in the work, no suggestion of dishonesty; but it was felt that the time had come when men raised and accepted as properly-qualified auditors by recognised societies should be employed in this most responsible work.

As you have doubtless learned from experience, it is extremely difficult for shareholders to express with independence the opinions they hold in regard to the management of some companies in Hongkong. In Hongkong, we are all so much engaged in taking in each other's washing that self-interest closes the mouths of the majority of us. So interlocked and complex are our interests that even if we start off in our career of investment with a buoyant feeling of independence and a strong impulse to criticism where we consider it justified, we are soon awakened from our dream of independence by the rude shocks of tagans who profess to welcome but who invariably resent criticism in any shape or form, friendly or otherwise. We are not all in the happy position of Major Brown, of the Army Medical Staff, who, during his brief residence in Hongkong, was probably the most outspoken critic of local company management the Colony has ever known. But then Major Brown did not depend on anybody's washing for his daily bread and butter!

We felt, some of us, that it was part of the functions of a real, live auditor that he should constitute himself to some extent a critic of the conduct of a company, that he was employed not by the management, but by the shareholders, that his first duty was to the shareholders and not to the management. We therefore hailed the advent of a properly-qualified auditor like Mr. Lowe, because we knew from our acquaintance of him and the opinion of his abilities as an accountant held by those best able to judge of them that he would carry out an audit as it should be carried out, and that he would not hesitate to express his views should the management, in his opinion, warrant criticism or suggestions for improvement.

It will be a pity if the shareholders in Hongkong's public companies do not hold to this view of the duties of an auditor, and if they do not insist upon the best possible help being obtained upon all occasions. The time has gone by for the *laissez faire* policy. The struggle for existence is growing, yearly, keener and keener on the China Coast. Public companies require at their head men of imagination and ideas and initiative, not more automata, men who will not be content to say: "Oh, Hongkong is finished. There is no longer an outlet for British industry and enterprise"; or, "The Company would have done better last year if it had not been for Japanese competition and the sudden rise in the price of coal!"

It is not merely a question of auditing and accountancy. So long as Hongkong shareholders are content to accept the feeble, emasculated and inefficient management of their affairs by men chosen simply because they are the sons of their fathers or the hereditary heads of certain concerns in the Colony, so long will the public companies experience financial land-slides. There is much needed a complete overhaul in the system of appointing consulting committees and directors of companies. Wherever possible, the best men, irrespective of particular professions, ought to be secured. It should not be possible to read, as we so often do, that Mr. Blank left the Colony in October last and Mr. Puffyland (his *locum tenens*, sometimes a good clerk but of no earthly use on a Board of Directors) was invited to join the Board. A directorship should not become—as it has become in ninety-nine cases out of a hundred—the appanage of a particular firm in the Colony. In many cases, these directors are the merest figure-heads, and are not always ornamental. In others, local institutions would gain in the

respect of the outside world if their auditors were professional accountants, and not amateurs who have drifted into the business. I do not say a word against the latter class of men, who may be, in some cases, quite as competent as the men who are able to show the certification of professional ability. They served the public companies of the Colony to the best of their ability and experience when there were no duly-qualified auditors in Hongkong, and I would not suggest the disturbance of their offices—except in one prominent instance—so long as the shareholders are satisfied that their interests are being safeguarded; but I do suggest that wherever vacancies occur in the auditorship of a company, the post ought to be offered to a properly-qualified accountant, if such be available.

Hongkong, like other places in the Far East, is passing through a period of tribulation, but I do not believe, as some, apparently, do, that it has passed the zenith of its prosperity and is now hastening to disaster and dissolution and decay. If that is the belief that dominates some of the men who are supposed to control the destinies of some of your public companies, it is time they were replaced by men in whom the vital forces of progress and proficiency have not become exhausted, and who have the inspiration of courage and high hopes to prevent disaster and to rehabilitate wherever they see signs of decay.

I have often wondered how it is that Hongkong has tolerated the management of companies by companies or private concerns. In most cases, surely, a company is able to manage its own affairs as economically as they can be managed by another company, and so escape the percentage that goes into the coffers of the managing company. I do not claim any originality for this idea. It has occurred to others before now, but so strong is the force of "old custom" that no action has been taken by shareholders. In times of prosperity, when profits were good and shareholders got reasonably good dividends from their investments, there was, perhaps, less necessity for openly advocating a new departure; but now that times are bad and profits restricted, when shareholders have often to go without dividends and the only people who thrive out of companies are the management and managing companies, it is time that a strong protest should be raised by the patient and suffering shareholder. I know it would be difficult to procure emancipation in a few cases, but necessity is often the best spur to action, and all shareholders cannot afford to see capital shrink before their eyes while directors and managing companies calmly pocket their yearly "fees" or "commissions." I do not say fees and commissions are not as hardly-earned in times of adversity as in times of prosperity; but I do not forget, as many in Hongkong seem to have forgotten, that directors' fees were sometimes raised in the days of prosperity and have never been lowered in the days of adversity.

These and other thoughts occur to one at a distance upon reading Mr. Lowe's letter. The ideas I have expressed may not be palatable to many, especially to some who stand in the forefront of the battle, fighting the forces of changing economic conditions face to face, but if you are good enough to publish my letter and it has the effect of bringing courage to the stalwarts who are adapting themselves to the struggle, it will not have been written in vain. The old motto that "God helps those who help themselves" still holds good in Hongkong, as elsewhere. The Colony is undoubtedly in the doldrums; but that is only a passing experience. The trade winds of prosperity will once more propel it, and those concerns will first benefit whose sails are trimmed to catch the breeze.—Yours faithfully,

THOS. H. REID.

London, Nov. 7, 1910.

THE PROPOSED PERSIAN RAILWAY.

A NEW ROUTE TO INDIA.

The Times correspondent at St. Petersburg wrote under date Nov. 15th:

The influential group of Russian financiers and public men who are promoting an international company for the construction of a railway from the Caucasus to Baluchistan, traversing Persia, propose to obtain the necessary capital in Russia, Britain, France, and other countries. German co-operation may be invited, and it is hoped that the Persians will actively participate. The preliminary negotiations which are now proceeding between St. Petersburg, London, and Paris provide for the creation of a *Compagnie d'Inde* which will apply for a concession from the Persian Government and prepared for the formation of an international company.

The promoters are satisfied that due examination of the commercial, political, and geographical factors must, *ipso facto*, decide in favour of this, the shortest route to India. By the proposed route the journey from London to Bombay may easily be accomplished within the week.

The new railway, starting from Baku, will skirt the Caspian Sea to the Persian frontier, whence it will proceed via Rosh, Teheran, and Kirman to the borders of Baluchistan and Nushki. The sections within Russian and British territory will be under the exclusive control of the respective countries. The Persian trunk line will be built and controlled by the international company. The whole length of the Persian trunk line will be 1,100 miles, and it will cost fifteen millions sterling. The distances from London to Bombay, via Alexandria, Suez, Aden, and Baku, will be 5,700 miles, the whole journey taking not more than seven days and costing 20 per cent. less than the journey via Brindisi, which requires twelve and a half days. The Baghdad route, via the Persian Gulf and Karachi, would require a little under twelve days.

Commercially, the scheme would therefore be advantageous as a means of rapid transit from London to Bombay and for the development of the Persian market.

RUBBER.

"Rubber," says a writer in a London paper, "is dead." The dealers do no business and the quotations are made by the professionals, who having gone into the rubber market don't like to leave.

(1) That this conference, believing that the maintenance of an efficient second Chamber is essential to the protection of our liberties, expresses its satisfaction at the steps which the House of Lords has already taken to promote its own reform, and at its acceptance of the principle that the peers themselves should give the right of vote and vote in the House of Lords.

(2) That we shall heartily welcome any reasonable proposals for increasing the efficiency and representative character of that House by the addition of peers for life or of representatives elected for a term of years from outside.

(3) That we believe that there need be no serious difficulty in reasonably adjusting such differences as may from time to time arise between the House of Lords and a reformed second Chamber, but that if such differences arise in connection with great and vital issues, particularly when those issues affect the Constitution itself, it is the people, and the people alone, who have a right to decide whether the two Houses fail to agree:

NOTICE

Communications respecting Advertisements, descriptions, prices, etc., should be addressed to the MANAGER, and not to the Editor. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied in Cash.

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Telegraphic Address: PAGES CODES: A.B.C.
5th Ed. Fisher's.

NEW ADVERTISEMENTS

WANTED

ONE 4 to 8 ROOMED HOUSE on THE PEAK, unfurnished. Bungalow preferred. Apply—
H. E. B.
Care of "Daily Press" Office.
Hongkong, 6th December, 1910. [1356]

THE HONGKONG WEEKLY PRESS & CHINA OVERLAND TRADE REPORT is now ready and contains:

Epitome of the Week's News.
Leading Articles:
British Mercantile and Japan's Tariff.
British in China.
Simplified Chinese Characters Wanted.
Extraterritoriality in China.
The Macao Revolt.
The History of Japan.
Wireless Installation of Hongkong.
Random Reflections.
Hongkong News.
The Revolt in Mexico.
The Situation at Mexico.
Public Order Guaranteed.
Sad Death of a Naval Lieutenant.
The Harbour Fatalities.
The Chinese Copper Coinage.
The Missing Diamonds Case.
The Glensong Larceny.
Kulungau (Amoy) Municipal Council Railway Construction in Kwangtung.
Hongkong and China.
Eight-Year-Old Hero.
The New Port of Hongkong.
Marriages.
British Officer's Death in the Straits Settlements.
Supreme Court.
The John Grant Case.
Another Building Collapse.
Shanghai News.
The Finances of Hongkong.
Railway Enterprise.
Shipping Notes.
Company Meetings:
The International Cotton Manufacturing Company, Ltd.
The N. D. L. and China-Siam S. N. Co.
The Canton-Kowloon Railway.
The Recent Robberies from Foreign Houses.
Macao Notes.
St. John's Cathedral, Hongkong.
New Paper Industry in Manchuria.
St. Andrew's Hall.
The Next Race Meeting.
Thefts.
"Hoi Ming" "Kwong Tung" Collision.
Rakepayers Meeting at Amoy.
"Washing Day" in China.
Canton News.
Fire on a German Steamer.
Alleged False Pretences by an American.
Failing to Register.
Arrival of the Yorkshires.
China Association.
After the Ball.
Sporting Notes.
Local Sport.
Japanese Imports in Manchuria.
The Plague in North Manchuria.
Shanghai Trade.
Commercial.
Shipping.
Extra copies 30 cents each, Cash.
Copies can be posted from this Office to addresses near including postage, 34 cents each.
51 Cash for three copies.
Subscription: \$12 per annum, payable in advance; postage \$2.
Hongkong, 6th December, 1910.

"CAPITAL AND COMMERCE."

A Well-known Business Paper in the Far East of inestimable value to the Business Man who finds in it, condensed and scientifically selected from hundreds of special papers, and reviews as well as from the reports of correspondents, all the information he may require, as well as much appreciated leaders on financial or commercial matters.

"Capital and Commerce" is sold in Hongkong at Messrs. KELLY & WALSH and Messrs. SAYCE & CO., where subscriptions (\$15.00) can also be received.

For advertisements apply to: D. MAHER & Co., 47, Fanning Street.
Messrs. MARTI & Co.
Hongkong, 6th December, 1910. [1343]

J. G. INGRAM & SON, Manufacturers of J. INDIA RUBBER ARTICLES, viz.: Taps, Sootlers, Easmas, Syringes, Taping, etc., desire to place their lines in the hands of a traveller already calling regularly on Wholesale Druggists, Sundries, etc., and would like to add their line of goods to his list.

Communication to—
J. G. INGRAM & SON,
THE LONDON INDIA RUBBER WORKS,
Hackney Wick,
London, England.
[1304]

AGENT WANTED FOR CHINA.

BY Large Firm of European Exporters (principally Conservators). Must be energetic and capable, well acquainted with the market, and know buyers.

Give age, experience and references, to—
N. F. 3,
Care of T. B. Brown's
Advertising Office,
163, Queen Victoria Street,
London, E.C. (England).
[1345]

WANTED

CLERK Wanted—Britisher. State duties accustomed to—
PAX.
Care of "Daily Press" Office.
Hongkong, 5th December, 1910. [1354]

"WITH DOG AND GUN IN THE NEW TERRITORY."

BEING the Series of Articles recently contributed to the "HONGKONG DAILY PRESS" by "Sportsman" reproduced in book form.

PRICE ONE DOLLAR.
Hongkong, 29th October, 1910. [1229]

INTIMATIONS

CHINESE IMPERIAL RAILWAY.

CANTON-KOWLOON RAILWAY.

CHINESE SECTION.

NOTICE.

THE FIRST SECTION of the above RAILWAY from CANTON (TAI SHA TOW) TO SIEN TSUN will be OPENED to Traffic from the 6th DECEMBER, 1910.

TIME TABLE.

In force from 6th DECEMBER, 1910,
Until Further Notice.

CANTON (TAI SHA TOW) TO SIEN TSUN.

Miles	STATION		Passenger Trains.			
			No. 1 Daily	No. 3 Week	No. 7 Sun.	days
	CANTON (Tai Sha Tou)	dep.	7.00	12.00	2.00	
3.63	SHIEN PAI	arr.	7.09	12.09	2.11	
		dep.	7.12	12.12	2.13	
7.90	CHIE PI	arr.	7.23	12.23	2.26	
		dep.	7.28	12.28	2.29	
12.58	WU CHUNG	arr.	7.39	12.39	2.45	
		dep.	7.42	12.42	2.48	
17.09	NAM KONG	arr.	7.53	12.53	2.59	
		dep.	7.58	12.58	3.04	
21.67	SUN TONG	arr.	8.10	1.10	3.19	
		dep.	8.13	1.13	3.21	
23.61	TONG MEI	arr.	8.18	1.18	3.27	
		dep.	8.23	1.23	3.31	
25.54	NGA YEO	arr.	8.28	1.28	3.38	
		dep.	8.31	1.31	3.40	
29.00	SIEN TSUN	arr.	8.40	1.40	3.51	

SIEN TSUN TO CANTON (TAI SHA TOW).

Miles	STATION		Passenger Trains.			
			No. 2 Daily	No. 4 Week	No. 8 Sun.	days
	SIEN TSUN	dep.	9.15	2.15	4.10	
3.46	NGA YEO	arr.	9.24	2.24	4.21	
		dep.	9.28	2.28	4.23	
5.39	TONG MEI	arr.	9.33	2.33	4.30	
		dep.	9.39	2.39	4.34	
7.33	SUN TONG	arr.	9.44	2.44	4.40	
		dep.	9.48	2.48	4.42	
11.91	NAM KONG	arr.	10.00	3.00	4.57	
		dep.	10.06	3.06	5.01	
16.42	WU CHUNG	arr.	10.17	3.17	5.15	
		dep.	10.21	3.21	5.17	
21.10	CHIE PI	arr.	10.32	3.32	5.31	
		dep.	10.38	3.38	5.34	
25.37	SHIEN PAI	arr.	10.49	3.49	5.47	
		dep.	10.53	3.53	5.49	
29.00	CANTON (Tai Sha Tou)	arr.	11.02	4.02	6.00	

By Order,

THE ADMINISTRATION.

Canton, 28th November, 1910. [1330]

BAZAAR.

IN Aid of the Poor Chinese Orphans of the ASILE DE LA SAINTE ENFANCE. (Under the Distinguished Patronage of Their Excellencies Sir FREDERICK LUGARD, K.C.M.G., C.B., D.S.O. and Lady DUGARD.) The Mother Superior and Sisters have the honour to announce that their ANNUAL BAZAAR will be held at the CITY HALL on THURSDAY, the 8th December, at 2 o'clock in the afternoon.

They request your presence in order to inspect the different Needle and Fancy Works made by their Poor Orphans.

ASILE DE LA SAINTE ENFANCE.
Hongkong, 29th November, 1910. [1325]

FOR SALE

ELECTRIC MOTOR FOR SALE.

A 2 1/2 h.p. ELECTRIC MOTOR with starting switches, pulleys, etc., complete is offered for Sale by the Undersigned. The Motor is in First Class Condition and suited to local requirements.

Apply—
HONGKONG DAILY PRESS OFFICE.
Hongkong, 22nd November, 1910. [1307]

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REMAINING Portions of MARINE LOTS 31 and 36, at PRAYA EAST. Approximate Area, 43,000 Square Feet.

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MARINE LOT No. 285

EXTENSIVE WATER FRONTAGE, DEEP WATER.

Apply—
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Engineers, &c.,
PRAYA EAST, HONGKONG.
Hongkong, 8th June, 1906. [84-168]

ON SALE.

HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1909.

Revised by THE MEMBERS.
PRICE \$3.
DAILY PRESS OFFICE.
Hongkong, 21st February, 1910. [1316]

TOYS! TOYS! TOYS!!!

JUST OPENED a Large Assortment of NICE, BEAUTIFUL TOYS to suit every whim of a Child. Bring your little ones with you and they won't cry any more. An early inspection Solicited. Prices to suit every purse. Call quick not to be disappointed.

H. HIPTOOLA & Co., 13 & 15, D'Aguiar St.
Hongkong, 23rd November, 1910. [1311]

PUBLIC COMPANIES

CHINA LIGHT AND POWER CO., LTD.

LOST.

APPLICATION has been made to the General Managers of this Company to issue to CHUN YET CHING, of Shanghai, a Duplicate Certificate of 100 Shares in the Company, or other Certificate or Certificates in lieu thereof, upon the statement that the Original Certificate, No. 700—100 Shares numbered 25351/25450, and dated 9th February, 1906, has been LOST or DESTROYED; and Notice is hereby given that if within 30 days from the date thereof no claim or representation in respect of such Original Certificate is made to the General Managers they will then proceed to deal with such application for a Duplicate.

SHEWAN, TOMES & Co.,
General Managers.
St. George's Building,
Hongkong, 16th November, 1910. [1290]

WEI SAN KNITTING COMPANY, LTD.

LOST.

APPLICATION has been made to the General Managers of this Company to issue to CHING YUE, of Shanghai, Duplicate Certificates of 1,000 Shares in the Company, or other Certificate or Certificates in lieu thereof, upon the statement that the Original Certificates No. 18—100 Shares numbered 921/920—19—100 " " 1021/1020—20—100 " " 1121/1120—21—100 " " 1221/1220—22—100 " " 1321/1320—23—100 " " 1421/1420—24—100 " " 1521/1520—25—100 " " 1621/1620—26—100 " " 1721/1720—27—100 " " 1821/1820

and dated 2nd March, 1910, have been LOST or DESTROYED; and Notice is hereby given that if within 30 days from the date hereof no claim or representation in respect of such Original Certificates is made to the General Managers they will then proceed to deal with such application for a Duplicate.

SHEWAN, TOMES & Co.,
General Managers.
St. George's Building,
Hongkong, 16th November, 1910. [1291]

INSURANCE

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

WITH WHICH IS INCORPORATED THE OCEAN MARINE INSURANCE CO.
TOTAL FUNDS AT 31st DECEMBER, 1909 \$19,876,357.

I. Authorized Capital ... \$6,000,000
Subscribed Capital ... 3,275,000
Paid-up Capital ... 1,212,500 0 0
II. Fire Funds ... 3,483,136 6 7

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE and MARINE at Current Rates.

SHEWAN, TOMES & Co.,
Agents.
Hongkong, 19th July, 1910. [788]

SUITABLE FOR XMAS PRESENTS

CANTON SATIN, SILK, EMBROIDERED, BRED, TABLE COVER, TABLE CENTRE, SCARVES, CHINESE FLAG for DECORATION and CUSHION COVER, SATIN EMBROIDERED CUFFS and COLLARS, MANTLE DRAPE BAGS, &c.

CANTON LINEN EMBROIDERED, BED SPREADS, TABLE COVER, TABLE CENTRE, FIFOLD CASES, INSERTION, DRAWN WORK, DOYLIES, &c., &c.

HOOSAIN-ALI & Co.,
No. 14, Queen's Road Central.
Hongkong, 24th November, 1910. [707]

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VEGETABLE and FLOWER SEEDS.

ALSO GARDEN FERTILISERS, BOOKS ON GARDENING, &c., &c.

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A LING & CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE and PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken.
Hongkong, 31st July, 1907. [1184]

SINGON & Co.

IRON, Steel, Metal and Hardware Merchants. Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchandlers. Nos. 35 & 37, HING LOOKE STREET, (2nd St. west of Central Market). Telephone No. 515. [496]

DAVID CORSAIR & SON'S

MECHANICAL NAVY, NAVY BOILED, LONG FLAX, RELIANCE CROWN, TARPAILING, ARNHOLD, KARBURG & CO. Sole Agents. [1535]

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"THE HONGKONG DAILY PRESS" PRINTING WORKS
turn out the Best Printing at Reasonable Price

TO LET

TO LET.

Offices facing the Harbour lately in occupation of Messrs. JARDINE, MASON & Co., Ltd.

Apply—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st December, 1910. [89]

TO LET.

No. 7, UPPER MOSQUE TERRACE.
Apply to—
M. L. CHAN,
No. 1, Lower Mosque Terrace.
Hongkong, 5th December, 1910. [1355]

TO LET.

No. 21, CONDUIT ROAD, Clifton Gardens.
Nos. 1 and 2, BOWEN ROAD, lately occupied as Artillery Officer's Quarters. Suitable for Boarding House.

GODOWNS, 151 to 153, PRAYA EAST. OFFICES No. 2, Connaught Road, 3rd Floor.

A HOUSE in Wong Nei Chong Road. OFFICES in York Building.

No. 10, DES VOUX ROAD CENTRAL, 1st floor.

SEMI-EUROPEAN FLATS, Praya East, corner of Observation Place. The Trams stop at the door.

Also NEW EUROPEAN FLATS, adjoining the new Seaman's Institute, Praya East.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st December, 1910. [87]

TO LET.

SELF-Contained FLATS, NATHAN ROAD, Kowloon, with Gas, Electric Light and Telephone in each Flat.

Apply to—
L. HUNTERSEY BETH,
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Hongkong, 1st October, 1910. [795]

TO LET.

GODOWN, No. 5A, DUDELL STREET.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st December, 1910. [88]

TO LET.

MODERATE RENTAL.

HOUSES in Observatory Villas (5 Rooms), Kowloon. Electric and Gas laid on, Tennis Court.

Apply to—
ARABATON V. APCAR & Co.,
14, Des Voux Road Central, 1st floor.
Hongkong, 28th July, 1910. [874]

TO LET.

GODOWN, No. 4, New Praya, Kennedy Town.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st December, 1910. [994]

TO LET.

No. 9, BEACONFIELD ARCADE, Shop.

No. 21, SHELLEY STREET, 1 HOUSE, in Bellisio Terrace, "EGGESFORD" No. 114, PRAYA, To Let furnished for one year from 15th April next.

SIX ROOMS. C. M. S. PEAK BUNGALOW, MOUNT KELLET, furnished, for 7 months from 1st November, 1910.

FOR SALE—TOR CREST, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands.

Apply to—
LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, 3rd December, 1910. [91]

TO LET.

FROM 1st JANUARY, 1911.

No. 11, GAGE STREET, Eight-Roomed House with Godowns.

Apply to—
E. A. & C. F. DE CARVALHO,
14, Arbutnot Road.
Hongkong, 22nd November, 1910. [1305]

TO LET.

A HOUSE, in Knutsford Terrace.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st December, 1910. [1250]

TO LET.

OFFICES, Hotel Mansions.

Apply to—
HENRY HUMPHREYS,
Alexandra Buildings.
Hongkong, 2nd February, 1910. [151]

TO LET.

NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate Possession. Cheap Rentals.

KOWLOON MARINE LOT 43, Yamat, Area 85,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—
HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.
Hongkong, 1st December, 1909. [790]

TO LET.

LARGE SPACIOUS GODOWN, No. 51, Kennedy Town.

Apply to—
JEBSEN & Co.
Hongkong, 10th November, 1910. [1270]

ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, January to June, 1910. With Index. Price \$7.50.

On sale at the "HONGKONG DAILY PRESS" Office.
Hongkong, 10th June, 1910.

AUCTION

PUBLIC AUCTION.

THE Undersigned have received instructions from Messrs. BUTTERFIELD & SWIRE to sell by Public Auction, On THURSDAY, the 8th December, 1910, at 11 A.M., at The China Navigation Co.'s Godown, West Point, A QUANTITY OF UNCLAIMED GOODS, Comprising—

IRON, PAPEE, BEANS, BECHE DE MER, MEDICINES, SANDALWOOD, BEANCURED, CEMENT, &c., &c., &c.

Terms—As Usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 1st December, 1910. [1338]

DENTISTRY

DR. M. H. CHAUN.

DENTAL SURGEON,
33, QUEEN'S ROAD CENTRAL.

1st FLOOR, ROOMS 2 and 3. From the University of Pennsylvania, U.S.A.
Telephone 126.
Hongkong, 27th January, 1910. [1022]

SIEN TING SURGEON DENTIST.

No. 10, D'AGUIAR STREET.
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st September, 1905. [1083]

BANKS

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP ... Gold \$5,250,000
RESERVE FUND ... Gold \$5,250,000
Gold \$6,500,000
(about \$1,500,000).

HEAD OFFICE: 60, Wall Street,

Write for Handbook, sent post free.
MELVILLE, GLYN & Co., Bankers, 3, Rue de la Bourse, PARIS (France). [1886]

To make clear, for the information of the Court, the deck log account, the fair log account, and pencilled courses on the chart, Captain

(Continued on Page 7.)

THE LOSS OF THE BEDFORD.

(Continued from Page 5.)

Fitzherbert stated that at 2 p.m. the courses on the chart right through were placed on the assumption that the revolutions of 120 at least would be kept, taking in the allowance above mentioned. The fair log account was that that of the actual speed through water, &c. The deck log account was not trusted, as errors of instruments used were not known. With regard to over-logging, an allowance of half a knot throughout was made for foul bottom, wind, and sea. This, owing to 120 revolutions being exceeded in the three-fifths trial, was actually increased to 0.9 of a knot for nearly nine hours. The "Bedford" bottom was not considered to be foul to any extent. Since docking, the ship had been continually in northern waters, where fouling was generally known not to occur rapidly unlike the southern ports of the station. The ship also had been constantly under way for gunnery practice, and had made her speed for revolutions during these; she had also done a passage trial in May, in which on a deeper draught she had done 23.2 knots for 13.9 revolutions. She had done a trial in July, December, 1909, and with a deeper mean draught had got 22.38 knots for 13.5 revolutions, the state of bottom being recorded as "moderately clean." She had then been nearly ten months out of dock. The propellers had been thoroughly cleaned on August 15 with a view to the trial. The wind was logged in the Bedford up to 4" as an *aurora*; sea was logged 3" 5" no swell from the southward. In the long fine steady breeze of 5 m.p.h. and in these circumstances to have much effect on the speed. The patent log was not trusted. In ordinary weather it was considered that the revolutions were the best guide. With reference to Article 975 King's Regulations, from his experience of the investigating officer he had never found it necessary to give special orders on the subject, and had given none on this night. He had always found him carry out the Regulations applying to the trial, and had been in the night and letter. It was pointed out that the investigating officer actually was on deck before land was within 14 miles, and before it was sighted, at that time he was by dead reckoning about 20 miles from land. With reference to land being sighted at night, with a full moon and high land it was quite expected that land might be sighted. The evidence would show that on subsequent nights the land forward was sighted at considerable distances; actual fixes were obtained on several occasions at 5 m.p.h. from the low land. The course was shaped with of danger to enable it to be kept, even if land was not sighted owing to weather being overcast. The Pole Star observation was considered by the observer a doubtful one; he would have had no hesitation in altering course without the captain being on deck if he had considered it trustworthy. This contingency was allowed for in his (the prisoner's) standing orders.

"AN ABNORMAL OCEAN CURRENT."

Having thoroughly considered all the information at his disposal, and also considered Captain L. E. Power, he decided to adopt a course which should err, if anything, on the safe side by passing about 20 miles clear of all dangers. He left the bridge at about 10.30 p.m., and turned in his cabin just before the bridge at about 11.30 p.m. Far from having any idea of approaching land, he was only slightly anxious about arriving late at the rendezvous next day through adopting such an outside course. He was called in accordance with his night order book at 4.30 a.m. The messenger reported "Quelpart Island on the port beam." This report was expected, and unfortunately failed to raise him. The next report received was that the investigating officer was altering course. Recognizing this as something unusual, in view of his standing order book, he followed the messenger out of his cabin, and was at the foot of the bridge ladder when the ship struck. Beat once ordered "collision stations," and seeing the Minotaur approaching he ordered signals to be made to her by searchlight. The Minotaur altered course at once to starboard and shortly made a signal "Repeat last signal." He was unable to do this as by this time the ship had fallen and the dynamo was stopped. To account for the fact that the ship was out of her course, though utterly unsuspected by him (the prisoner), he could only suppose it was due to an abnormal ocean current experienced in weather apparently normal. The existence of this current was borne out by the other ships in company, and to a great extent even by the Kent, whose course, like the others, was similarly though not to such a large extent, affected. In the event of this current having been a tidal one, it was probable that the Kent would have been most affected. On this account, and from the distance from the land, it would seem to be put forward to show that strong and erratic currents had been experienced in these localities, and also evidence from Captain Tuke.

The papers might be summarized thus—S.S. Kent. When W.S.W. of Quelpart on July 5, 1909, a northerly current of 20 miles was experienced in 14 hours. This resulted in Quelpart Island being sighted right ahead. S.S. Knight of the Garter. On August 23, 1910, or three days after Bedford foundered, a current of N. 12 deg. E. 47 miles, was experienced in 7.35 min. The locality appears to have been passing south of Quelpart and on into the Korean Straits.

S.S. Selma. On February 23, 1908, a current of north (true), 33 miles, in 23 hrs., was experienced W.S.W. of Quelpart, resulting in the ship stranding on the S.W. coast of the island. In this case the Board of Trade inquiry exonerated the captain from all blame owing to the abnormal current.

All this information, Captain Fitzherbert stated, was not within his knowledge at the time. All four ships had made their allowance in the log for the state of bottom, wind, and sea; in each case the actual position differed widely from the true dead reckoning positions worked up from the log. He submitted this was very strong evidence of the existence of a powerful current during the Bedford's run, more especially when the known tidal effect off Shanghai and Quelpart was taken into account. The distance the courses were shaped to clear Gifford Island was an allowance made to meet contingencies not otherwise provided for. Very exceptional conditions were not expected, so that this turned out to be insufficient for the case. He pointed out that no other ship seemed to have thought exceptional conditions prevalent. In concluding his statement of defence, Captain Fitzherbert stated that soundings were not considered to have any value as a guide to position and the circumstantial history concerned in that view.

Lieutenant Ward, navigating officer of the Minotaur, called for the defence, said that he was surprised when the signal was made that the Bedford was ashore. Captain G. C. Cayley, commanding the flag-ship Minotaur, stated that he was surprised when the Bedford reported she was ashore. He could hardly believe it. He also stated that Captain Fitzherbert did everything possible in the way of saving the Bedford. After Captain Cayley's evidence the Court adjourned.

NOTICES TO CONSIGNEES.

FROM EUROPE.

THE H.A.L. Steamship

"BRASILIA." Captain Maass, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., whence delivery may be obtained against Bills of Lading countersigned by the Underwriter.

Optional Cargo will be carried on unless notice to the contrary be given To-day.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th inst. will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 6th inst. at 3 p.m.

No Fire Insurance will be effected by us in any case whatever.

This Steamer brings on Cargo: Ex s.s. "Theresa Maria" from Bordeaux. Ex s.s. "Guadiana" from Seville. Ex s.s. "Soneck" from Seville. Ex s.s. "Bruna" from Bremen. Ex s.s. "Branka" from Skisau. Ex s.s. "Dreisinger" from Stavanger.

HAMBURG-AMERICA LINE, Hongkong Office.

Hongkong, 1st December, 1910. [1341]

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ LUDWIG."

Having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th inst. will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 8th inst. at 9.30 a.m.

All Claims must reach us before the 12th inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Underwriter.

This Steamer brings Cargo: Ex s.s. "CARUTO" from Venice and Catania. Ex s.s. "STAMBU" from Smyrna.

Transhipped at Port Said. NORDDEUTSCHER LLOYD, MELCHERS & Co., General Agents.

Hongkong, 1st December, 1910. [5]

"GLEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM ANTWERP, MIDDLESBORO, LEITH, HULL, LONDON, AND STRAIT.

THE Steamship

"GLENLOGAN."

Captain McGregor, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

Optional Cargo will be carried on unless instructions are given to the contrary before 4 p.m. To-day.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Friday, 8th inst. at 3 p.m.

All Claims must be presented within fifteen days of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th inst. will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 2nd December, 1910. [1347]

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

The Co's S.S. "PANAMA MARU."

FROM YACONA, JAPAN AND MANILA.

THE above-mentioned Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and take immediate delivery of Cargo from alongside.

Cargo impeding the discharge of the vessel will be landed at Consignees' risk and expense.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on Monday, the 12th inst. at 11 a.m.

No Fire Insurance will be effected by us in any case whatever.

OSAKA SHOSHEN KAISHA, Hongkong, 2nd December, 1910. [1349]

NOTICES TO CONSIGNEES.

S.S. "VILLE DE LA CIOTAT," COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex s.s. "Medoa" and s.s. "Basque" from Harro and Rouen ex s.s. "Basque" from Bordeaux ex s.s. "V. de Dunkerque," in connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day requesting it to be landed here.

Bills of Lading will be countersigned by the Underwriter. Goods remaining unclaimed after the 12th instant at Noon will be subject to rent and landing charges.

All Claims must be sent in to me on or before the 15th December, or they will not be recognized.

All damaged packages will be examined on the 12th December at 3 p.m.

No Fire Insurance has been effected.

P. THOMAS, Agent.

Hongkong, 5th December, 1910. [1342]

報新外中港香

CHUNG NGOI SAN PO

(Chinese Daily Press), PUBLISHED DAILY.

Is the oldest and still immeasurably the best Advertising medium among the Native Community.

Established for over FIFTY YEARS.

Circulates largely throughout Southern China, Indo-China, etc.

Terms for Advertising (Translation free) can be obtained at the Office, 10A, Des Voeux Road Central, Hongkong, 131, Fleet Street, London, or from the different Agents.

Documents translated from or into Chinese or Colloquial Chinese.

SOLE AGENTS FOR CHINA: DADY BURJOR & Co.

Wholesale Wine & Spirit Merchants.

[1037]

CROSSLEY BROTHERS, LTD.

OPENSHAW, MANCHESTER.

MAKERS OF:

GAS & OIL ENGINES, MARINE ENGINES, MOTORS & MOTOR CARS.

GAS PLANTS FOR POWER AND HEATING PURPOSES, TO WORK WITH ALL KINDS OF FUEL.

SUCTION AND PRESSURE SYSTEMS. AMMONIA RECOVERY PLANTS, &c.

HAVE ALREADY MANUFACTURED CLOSE UPON 70,000 ENGINES.

SEVERAL OF THESE ENGINES CAN BE SEEN NOW AT WORK IN THE COLONY.

AGENTS FOR HONGKONG & SOUTH CHINA: W. R. LOXLEY & CO., YORK BUILDINGS.

1003

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR STEAMERS TONS TO SAIL

Kobe & Yokohama ... "COBLENZ," Capt. H. REGENER, 6,750, About 13th December.

NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN ... "KLEIST," Capt. O. PAHNKE, 17,000, Wed. 14th Dec., at Noon.

SHANGHAI, TSINGTAU, KOBE, YOKOHAMA ... "GOEBEN," Capt. LTR, 17,500, About 14th December.

KUDAT & SANDAKAN ... "BORNEO," Capt. F. MEILL, 5,050, Middle of Dec.

MANILA, YAP, MARON, SAMAR, RAI, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE ... "COBLENZ," Capt. H. REGENER, 6,750, Saturday, 31st Dec., at D'light.

All the Steamers of the European Line are fitted with Wireless Telegraphic. New System of Telexfon.

For further Particulars, apply to NORDDEUTSCHER LLOYD, MELCHERS & Co., GENERAL AGENTS HONGKONG & CHINA.

Hongkong, 5th December, 1910. [5]

PASSENGER SEASON 1911.

IN 25 DAYS TO ITALY

BY THE MAGNIFICENT N.D.L. LINERS:

DISPLACEMENT.

"PRINZESS ALICE" 20,300 ON MARCH 22ND.

"LUETZOW" 17,300 ON APRIL 5TH.

"KLEIST" 17,000 ON APRIL 19TH.

CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

All the Steamers of the European Line are fitted with Wireless Telegraphic, New System of Telexfon.

Early booking recommended.

For Particulars, apply to MELCHERS & Co., GENERAL AGENTS.

Hongkong, 10th November, 1910. [1062]

BARCLAY, PERKINS' FAMOUS LONDON STOUT.



SOLE AGENTS FOR CHINA: DADY BURJOR & Co.

Wholesale Wine & Spirit Merchants.

[1037]

CROSSLEY BROTHERS, LTD.

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Hongkong, 5th December, 1910. [5]

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Early booking recommended.

For Particulars, apply to MELCHERS & Co., GENERAL AGENTS.

Hongkong, 10th November, 1910. [1062]

U. S. MAIL LINES.

PACIFIC MAIL S.S. CO.

TOYO KISEN KAISHA.

SEMI-TROPICAL ROUTE.

Only line taking the warm SOUTHERN ROUTE across the PACIFIC via HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

PROPOSED SAILING FROM HONGKONG. (SUBJECT TO ALTERATION.)

STEAMERS.	TONS	SAILING DATE.	SAILING DATE.
TENYO MARU	21,000	SATURDAY	10th Dec. at 1 p.m.
KOREA	18,000	SATURDAY	17th Dec. at 1 p.m.
NIPPON MARU	11,000	SATURDAY	31st Dec. at 1 p.m.
SIBERIA	18,000	SATURDAY	7th Jan. at 1 p.m.
MANCHURIA	27,000	SATURDAY	21st Jan. at 1 p.m.
CHIYO MARU	21,000	SATURDAY	23rd Jan. at 1 p.m.
MONGOLIA	27,000	SATURDAY	

All Steamers are Equipped with Wireless Telegraphy.

THE T.K.K. S.S. "TENYO MARU" will be despatched for SAN FRANCISCO via NAGASAKI, KOBE, YOKOHAMA, HONOLULU, and HONOLULU, on SATURDAY, 10th December, at 1 p.m.

FARES: HONGKONG TO LONDON £71 10s. 0d. RETURN, SIX MONTHS, £120; 21 MONTHS, £125; INCLUDING BERTH AND MEALS ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application.

To European Ports: Officers of any European Naval, Military, Diplomatic, Consular and/or Civil Services located in Japan, to European Officials in the Services of the Governments of China and Japan. To United States Ports: Consular, Commercial, and Vice-Consular Officers of the U.S. Navy, U.S. P.H. & M.H. Services, U.S. Consuls, Consuls General, and Vice-Consuls stationed at Ports of Call. To United States and Canadian Ports: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points:—Missionaries and their families.

INTERMEDIATE SERVICE.

CHINA 10,200 Tons. SATURDAY, 14th Jan. at 1 p.m.

ASIA 9,500 Tons. SATURDAY, 4th Feb. at 1 p.m.

THE S.S. "CHINA" will leave for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, 14th January, at 1 p.m.

On the Fine MAIL Steamers, ASIA and CHINA, First Class.

SALOON SERVICE is furnished at Intermediate Rates.

FARES, HONGKONG TO LONDON via New York ... £43.

HONGKONG TO SAN FRANCISCO ... £25.

Through Bills of Lading issued to Japan, North, Central and South American Ports.

For further information as to Passage and Freight, apply to the Agency of the Companies, KING'S BUILDING (Opposite Blake Pier).

FRED J. HALTON, AGENT.

[1227]

PORTLAND & ASIATIC S.S. CO.

OREGON RAILROAD & NAVIGATION CO.

FOR PORTLAND, VIA MANILA, MOJI, KOBE & YOKOHAMA.

(WITH LIBERTY TO CALL AT HONOLULU AND SAN FRANCISCO.)

STEAMSHIP TONS CAPTAIN TO SAIL

"HERCULES" 3,789 Geo. Djerck On 17th Dec. at Noon.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

FRED J. HALTON, AGENT.

[1228]

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
HANGHAI	HIMALAYA	About 9th Dec.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	ASSAYE	Noon, 10th Dec.	See Special Advertisement.
SHANGHAI, MOJI, KOBE and YOKOHAMA	SUNDA	About 16th Dec.	Freight and Passage.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	SOMALI	About 28th Dec.	Freight and Passage.
SHANGHAI, MOJI, KOBE, NUBIA and YOKOHAMA	Capt. E. J. Fox	About 30th Dec.	Freight and Passage.

For Further Particulars, apply to

E. HEWETT,
Superintendent

Hongkong, 5th December, 1910

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
HAIPHONG	"CHIEH"	On 6th Dec., Noon.
MANILA	"KAIKONG"	On 6th Dec., 4 P.M.
AMOI and SHANGHAI	"KIUKIANG"	On 6th Dec., 4 P.M.
SHANGHAI	"CHENAN"	On 8th Dec., 4 P.M.
MANILA	"TEAN"	On 13th Dec., 4 P.M.
IOILO and CEBU	"SUNGKIANG"	On 17th Dec., 4 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	On 17th Dec., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHEA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

NP—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

FARE, \$45 SINGLE and \$80 RETURN.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,

AGENTS.

[10]

SWEDISH EAST ASIATIC CO., LTD. GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION	STEAMERS	DATE OF SAILINGS
COPENHAGEN	"PEKING"	On 13th December.
MARSEILLES & COPENHAGEN	"CANTON"	On 20th December.
SHANGHAI, YOKOHAMA & KOBE	"NIPPON"	On 23rd December.

For Freight and Further Particulars, apply to

TELEPHONE No. 171.

OLOF WIJK & CO., CHINA AGENTS, AKTIEBOLAG.

Hongkong, 25th November, 1910.

[1085]

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOI AND FOOCHOW AND RETURN.

STEAMSHIPS	CAPTAIN	LEAVING.
"HAIMUN"	Capt. A. H. Stewart	TUESDAY, 6th Dec., at 11 A.M.
"HAICHING"	Capt. W. C. Passmore	FRIDAY, 9th Dec., at 11 A.M.
"HAITAN"	Capt. J. W. Evans	TUESDAY, 13th Dec., at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).
For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
—GENERAL MANAGERS.

Hongkong 3rd December 1910.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOK

PROJECTED SAILINGS FROM HONGKONG.

DESTINATION	STEAMERS	DATE OF SAILING
SHANGHAI, YOKOHAMA and KOBE	"SIAM"	On 15th December.
SHANGHAI, YOKOHAMA and KOBE	"INDIEN"	Beginning of Jan.
COPENHAGEN and BALTIC PORTS	"SIAM"	About middle of Jan.

For further Particulars apply to

MELOHERS & CO.,

AGENTS.

Hongkong, 5th November 1910

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
SHANGHAI VIA SWATOW	"KWONGSANG"	Wed'ay, 7th Dec., 11th Dec., 14th Dec., 17th Dec., 20th Dec., 23rd Dec., 26th Dec., 29th Dec., 31st Dec.
SHANGHAI	"TONGSANG"	Wed'ay, 7th Dec., Noon.
SHANGHAI	"WOSANG"	Thursday, 8th Dec., Noon.
MANILA	"LOONGSANG"	Saturday, 10th Dec., Noon.
SHANGHAI, KOBE & MOJI	"KUTSANG"	Wed'ay, 14th Dec., Noon.
MANILA	"YUENSANG"	Saturday, 17th Dec., Noon.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Saturday, 17th Dec., Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to—

JARDINE, MATHESON & Co., LTD.,

GENERAL MANAGERS

Hongkong, 6th December, 1910.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE AND PUGET SOUND
RAILWAY AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service without transshipment, also shortest and fastest route from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	"PANAMA MARU"	6,059	TUESDAY, 13th Dec., at Noon
VICTORIA, B.C. & TACOMA VIA NAGASAKI, MOJI, KOBE and YOKOHAMA	"SEATTLE MARU"	6,182	TUESDAY, 28th Dec., at Noon

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for storage. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
ANPING & TAKAO VIA SWATOW & AMOI	"BOSHU MARU"	WED'AY, 7th Dec., at 8 A.M.
SHANGHAI VIA SWATOW, AMOI & FOCHOW	"BUJUN MARU"	THURSDAY, 8th Dec., at 8 A.M.
TAMSOI VIA SWATOW, AMOI	"DAIJIN MARU"	SUNDAY, 11th Dec., at 10 A.M.

CHEAPEST THROUGH PASSAGE TO NANKING, in connection with The Nishin Kisen Kaisha's Steamers at Shanghai, for The NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1ST CLASS.	2ND CLASS.	3RD CLASS.
\$73.00	\$55.00	\$27.00.

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fast Speed. Superior Passenger Accommodation. Electric Light throughout.

First Class Cuisine.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

S. HIROI,

MANAGER

7031

PHILIPPINES S.S. CO.

STEAMSHIP	Tons	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	4003	E. Rice	Manila, Cebu & Iloilo	On 7th Dec., 4 P.M.
RUBI	4003	S. Cresby	Manila, Iloilo & Cebu	On 21st Dec., 4 P.M.

For Freight or Passage apply to

SHEWAN, TOMES & Co.

General Managers.

PHILIPPINES S.S. Co.

Hongkong, 2nd December, 1910

HAMBURG-AMERIKA LINIE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,

to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SINGHAI, KOBE & YOKOHAMA:	STEAMERS	DATE OF SAILING
S.S. SCANDIA	15th Dec.	
S.S. STAVONIA	30th Dec.	
S.S. SEGOVIA	19th Jan.	
S.S. SAMBIA	28th Jan.	
S.S. SILESIA	10th Feb.	
S.S. PREUSSEN	27th Feb.	
S.S. RHEINFELS	12th March	

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 6th December 1910.

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SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR
CALLAO, IQUIQUE, VALPARAISO, etc., via MOJI, KOBE, YOKOHAMA,
HONOLULU, MANZANILLO AND SALINA CRUZ (Mexico).

S.S. HONGKONG MARU	11,000 tons gross	Sail Dec. 21st, 1910.
S.S. KIYO MARU	11,200 "	" Feb. 18th, 1911.
S.S. BUJO MARU	10,500 "	" April 19th, 1911.

For particulars apply to

K. MATSUDA, Manager.

TOYO KISEN KAISHA, King's Building.

4031

Hongkong, 25th November, 1910.

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE—LUDGATE CIRCUS, LONDON, E.C.
TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and
TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE UNITED PROVINCES OF

INDIA EXHIBITION AT ALLAHABAD, 1910/11, AND

FOR THE TURIN EXHIBITION OF 1911.

Head Office for the Far East—

16, DES VUEX ROAD, HONGKONG.

Japan Office—

32, WATER STREET, YOKOHAMA.

6621

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	Tons	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORTSAID	AKI MARU Capt. K. Homma	7,000	WED'AY, 7th Dec., at Daylight
	MISHIMA MARU Capt. A. E. Moss	9,000	WED'AY, 21st Dec., at Daylight
	KAWACHI MARU Capt. H. Peterson	7,000	TUESDAY, 27th Dec., from Kobe
	SADO MARU Capt. S. Horiuchi	7,000	SATURDAY, 31st Dec., from Kobe
VICTORIA, B.C. and SEATTLE	AWA MARU Capt. S. Ishikawa	7,000	TUESDAY, 6th Dec., at Noon
VICTORIA, B.C. and SEATTLE, via SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	INABA MARU Capt. K. Kawara	7,000	TUESDAY, 3rd Dec., at Noon
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU Capt. T. Sakino	5,000	THURSDAY, 22nd Dec., at Noon
KOBE and YOKOHAMA	NIKKO MARU Capt. M. Yagi	6,000	FRIDAY, 20th Jan., at Noon
SHANGHAI, MOJI and KOBE	ATSUTA MARU Capt. Wm. Thompson	9,000	THURSDAY, 8th Dec., at 5 P.M.
BOMBAY via SINGAPORE, PENANG and COLOMBO	CEYLON MARU Capt. Fred. Pyne	6,000	MONDAY, 12th Dec., at Noon
NAGASAKI, KOBE and YOKOHAMA	TOSA MARU Capt. Y. Nemura	6,000	TUESDAY, 13th Dec., at Noon
	NIKKO MARU Capt. M. Yagi	6,000	WED'AY, 21st Dec., at Noon

She will call at Genoa. Fitted with New System of Wireless Telegraphy. Cargo only. Carries Deck Passengers.

PASSENGER SEASON, 1911.

SAILINGS AND PASSAGE RATES FROM HONGKONG.
To MARSEILLES and LONDON via SUEZ CANAL.

Steamers	Tons	Leave H.K.	To London, per New Steamer	1st Class	2nd Class	3rd Class
MIYASAKI MARU	9000	15th Feb.	"	S	Y. 550.00	
KITANO	9000	1st Mar.	"	"	R 825.00	
IYO	7000	15th "	"	"	" 350.00	
HIRANO	9000	29th "	"	"	" 540.00	
TANGO	8000	12th April	"	"	" 500.00	
KAMO	9000	26th "	"	"	" 750.00	
AKI	7000	10th May	"	"	" 350.00	
MISHIMA	9000	24th "	"	"	" 495.00	

Steamers "VICTORIA, B.C. & SEATTLE, WASH. U.S.A."

Leave H.K.

Steamers

AWA MARU

INABA

TAMBA

AWA

For further information as to Freight, Passage, Sailings, etc., apply at

13-125]

T. KUSUMOTO, MANAGER.

O. B. ICE

Made from distilled water only. Quadruplicate filtration. Absolute purity assured. Plant open to inspection at all times.

ORIENTAL BREWERY, LTD.

BREWERS AND MANUFACTURERS OF ICE,

DEPOT: 55 & 57, DES VUEX ROAD.

[573]

LABUAN COAL.

NOTICE—THIS COAL can only be obtained from THE LABUAN COAL-FIELDS Co., Ltd., who are prepared to supply FRESH COAL straight from the Mines Steamers load at the Wharves. Quick despatch Telegrams: "Labor Labuan."

BRADLEY & Co., Agents.

Hongkong, 12th August, 1909.

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